BookletChart™

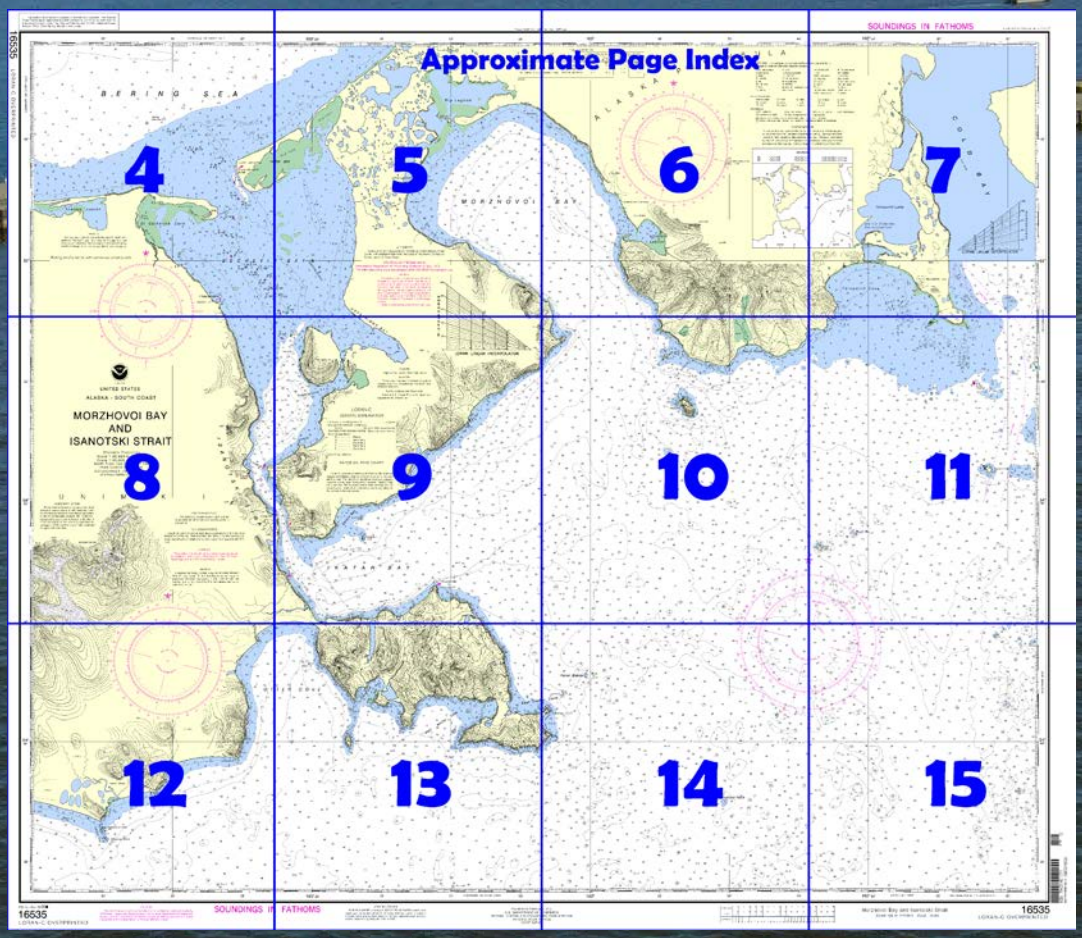
Morzhovoi Bay and Isanotski Strait

NOAA Chart 16535

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

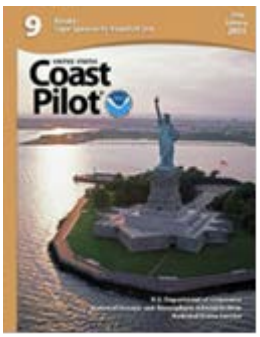
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16535.



(Selected Excerpts from Coast Pilot)
Ikatan Bay and Isanotski Strait separate Unimak Island from the Alaska Peninsula. Isanotski Strait, known locally as False Pass, is in general used for fishing boats and other craft of less than 10-foot draft when bound for Bering Sea points. Vessels up to 419 feet in length have entered the strait and docked at the False Pass cannery which is on the Unimak side, 3.5 miles within the entrance. The region is approached by steamers from the inside route along the Alaska Peninsula through Deer Passage, from seaward through the passage between Sanak Island and Hague Rock, and from the W through the passage between Cape Pankof and Sanak Island.

Pilotage, Isanotski Strait.–Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the inside waters of the State of Alaska.
The Alaska Peninsula is served by the Alaska Marine Pilots. (See **Pilotage, General** (indexed), chapter 3, for pilot pickup stations and other details.)
Ikatan Bay, on the N side of the Ikatan Peninsula, is deep and free from dangers except for the area N of Sankin Island.
Ikatan Point Light (54°46'34"N., 163°11'13"W.), 81 feet (24.7 m) above the water, is shown from a skeleton tower with a red and white diamond-shaped daymark on the N tip of Ikatan Point.
Sankin Island, about 1 mile from the N shore of Ikatan Bay, is high and rocky. In the passage between the island and the mainland is a reef awash at low water. For several years, during the early part of the fishing season, two or three floating salmon canneries have operated from the anchorage just W of Sankin Island. After the middle of July, they usually move to the Bristol Bay region.
The SW side of Ikatan Bay is separated from Otter Cove by a sandy isthmus 20 to 30 feet high; a shifting river enters the bay at the middle of this lowland and the flat off its mouth drops off abruptly to deep water. Several abandoned fish traps are along this shore. In 1980, it was reported that the fish traps along the S and SW shores of Ikatan Bay had been removed but stumps may remain; caution is advised.
Isanotski Strait (False Pass), between the end of the Alaskan Peninsula and Unimak Island, has its S entrance at the NW end of Ikatan Bay.
Isanotski Strait Light 2 (54°48'55"N., 163°21'46"W.), 17 feet (5.2 m) above the water, is shown from a skeleton tower with a red triangular daymark on the spit off high and rocky **Kabuch Point** at the E entrance to Isanotski Strait. A reef that uncovers makes off a short distance from the point. The W side of the entrance is a low sand beach.
Whirl Point, on the Unimak side about 1 mile within the S entrance to Isanotski Strait, is bold and marked by a light. A reef that uncovers makes off a short distance from the point, then drops abruptly to deep water. At high water the end of this reef is made evident by the swirls of the current.
A private wharf owned by a fish processing company is on the Unimak Island side at **False Pass**, 3.5 miles N of the S entrance to Isanotski Strait. The wharf has a 60-foot face and a depth of about 26 feet alongside. The fish processing company office maintains radio and telephone communications (call sign, KIJ–23, False Pass, on 4125 kHz and VHF-FM channels 16 and 6). Gasoline, distillate, fuel oil, and water are available year round. There is also a small oil dock with shallow water along its face. The ebb current flowing S sets toward the low flat point just south of the wharf, and with such a current, care must be taken to avoid being set onto this point on leaving the wharf. Because of strong currents and changeable eddies, this wharf must always be approached with caution.
A public dock is about 0.5 mile NW of the fish processing wharf and has a reported 175-foot face with 28 feet reported alongside. It is a scheduled stop on the Alaska Marine Highway System and water and electricity are available.
Isanotski Strait Light 6 (54°51'23"N., 163°23'30"W.), 21 feet (6.4 m) above the water, is shown from a skeleton tower with a red triangular daymark on Island Rock just off Nichols Point.
Ice.–The strait is normally open to navigation throughout the winter except under extreme ice conditions.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Juneau	Commander 17th CG District Juneau, Alaska	(907) 463-2000

Table of Selected Chart Notes

HEIGHTS
Heights in feet above Mean High Water.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.
Refer to charted regulation section numbers.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 3.170" southward and 7.208" westward to agree with this chart.

Mercator Projection
Scale 1:80,660 at Lat. 54°50'
Scale 1:80,000 at Lat. 55°10'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE C
Mariners are urged to use extreme caution while navigating in Bechevin Bay. The channel through the north entrance and Bechevin Bay is subject to frequent shoaling. Local knowledge of the area is essential for safe navigation.

NOTE B
Numerous fish traps charted along the shoreline between Whirl Pt and Ikatan Pt. are reported to be no longer in existance. Mariners navigating in the area should use caution due to the possibility that submerged stumps or piles may remain.

LORAN-C
GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
9990.....99,900 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M..... Master
W..... Secondary
X..... Secondary
Y..... Secondary
Z..... Secondary

EXAMPLE: 9990-X

RATES ON THIS CHART
9990-X 9990-Y 9990-Z

Loran-C correction tables published by the National Imagery and Mapping Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

UPDATING SERVICE
FOR THIS CHART, a listing of NOTICE TO MARINERS corrections subsequent to the date shown in the lower left hand corner is available from the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

TIDAL INFORMATION

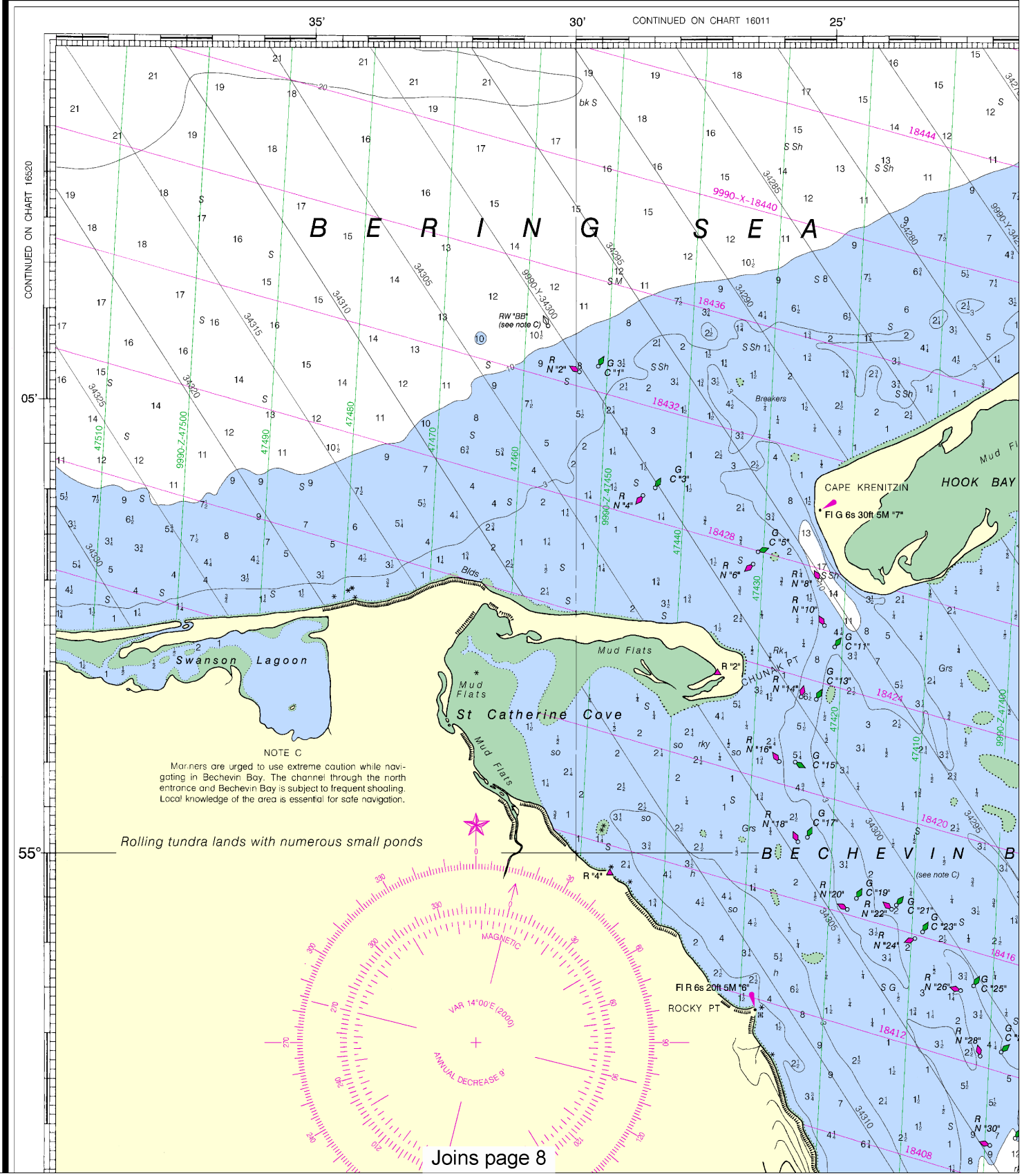
Place Name	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Morzhovoi Bay	(55°01'N/162°58'W)	6.8	6.0	1.3	-3.5
Ikatan Bay	(54°45'N/163°19'W)	6.5	5.9	1.3	-3.0
St. Catherine Cove, Bechevin Bay	(55°01'N/163°30'W)	4.7	4.2	1.6	-3.0

(1100)

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

16535

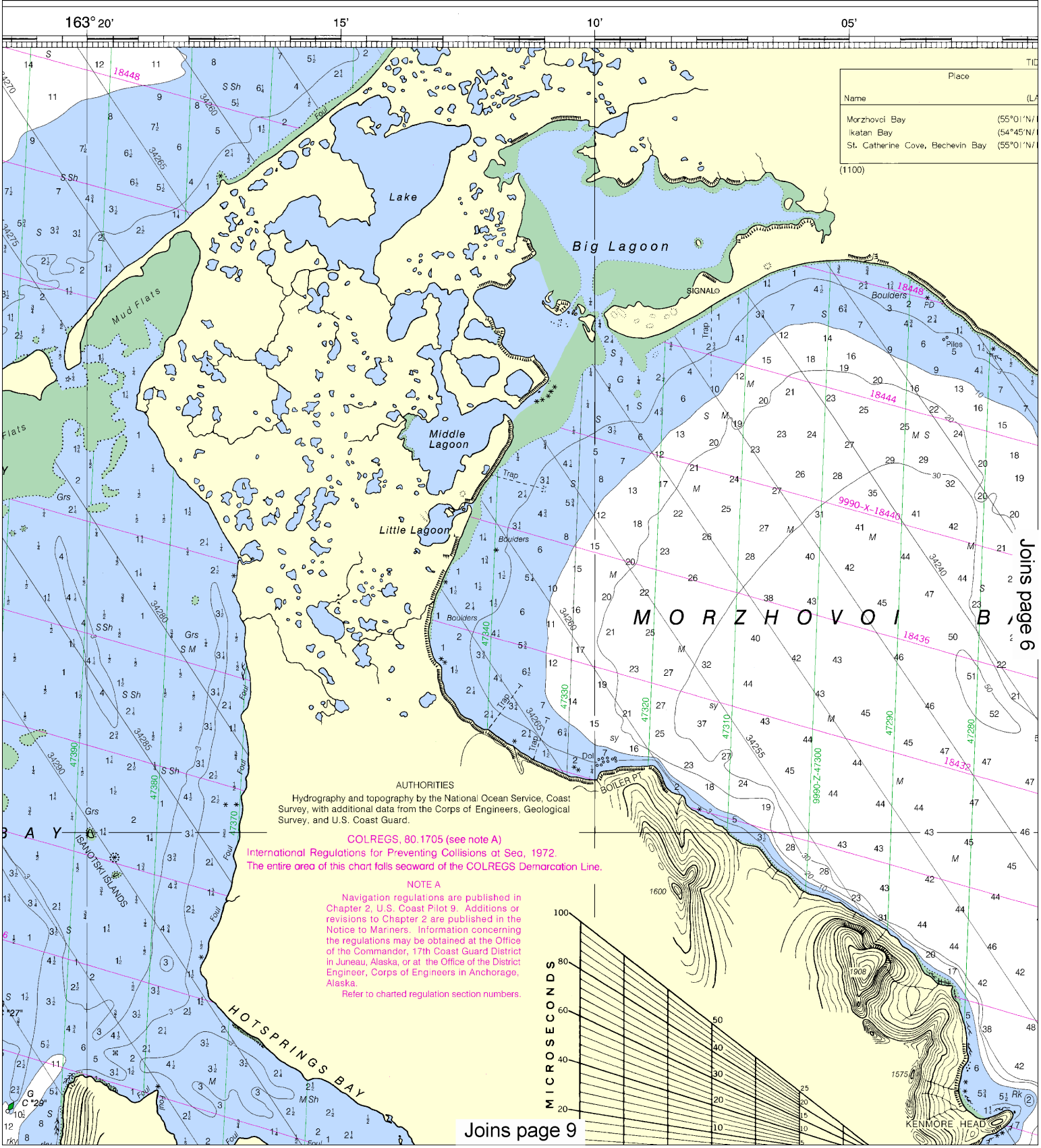
LORAN-C OVERPRINTED



4

Note: Chart grid lines are aligned with true north.

Formerly C&GS 8701, 1st Ed., May 1926 KAPP 2527



AUTHORITIES

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COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
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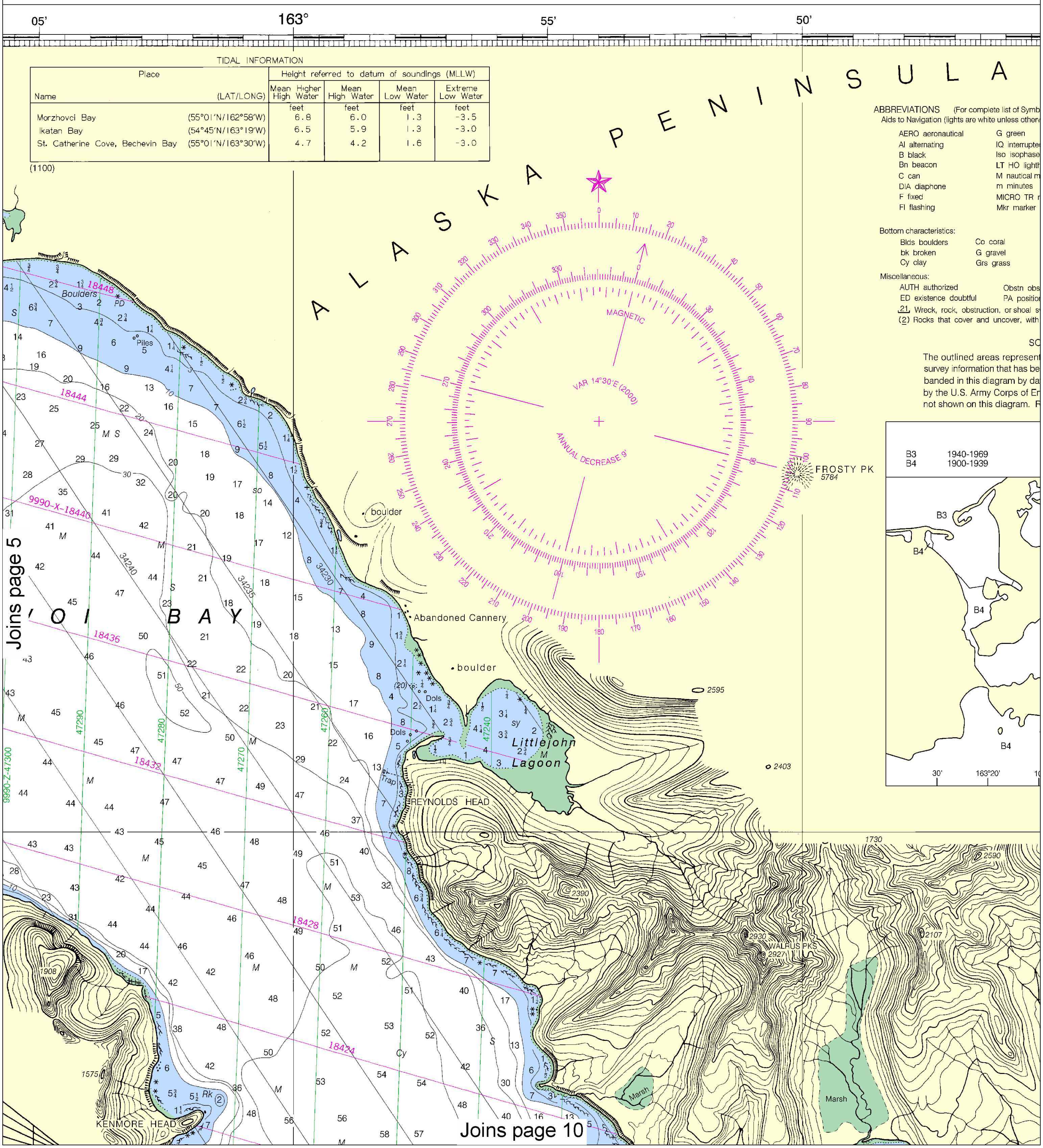
Refer to charted regulation section numbers.

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:107547. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

Formerly C&GS 8701, 1st Ed., May 1926 KAPP 2527



TIDAL INFORMATION

Place		Height referred to datum of soundings (MLLW)			
Name	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
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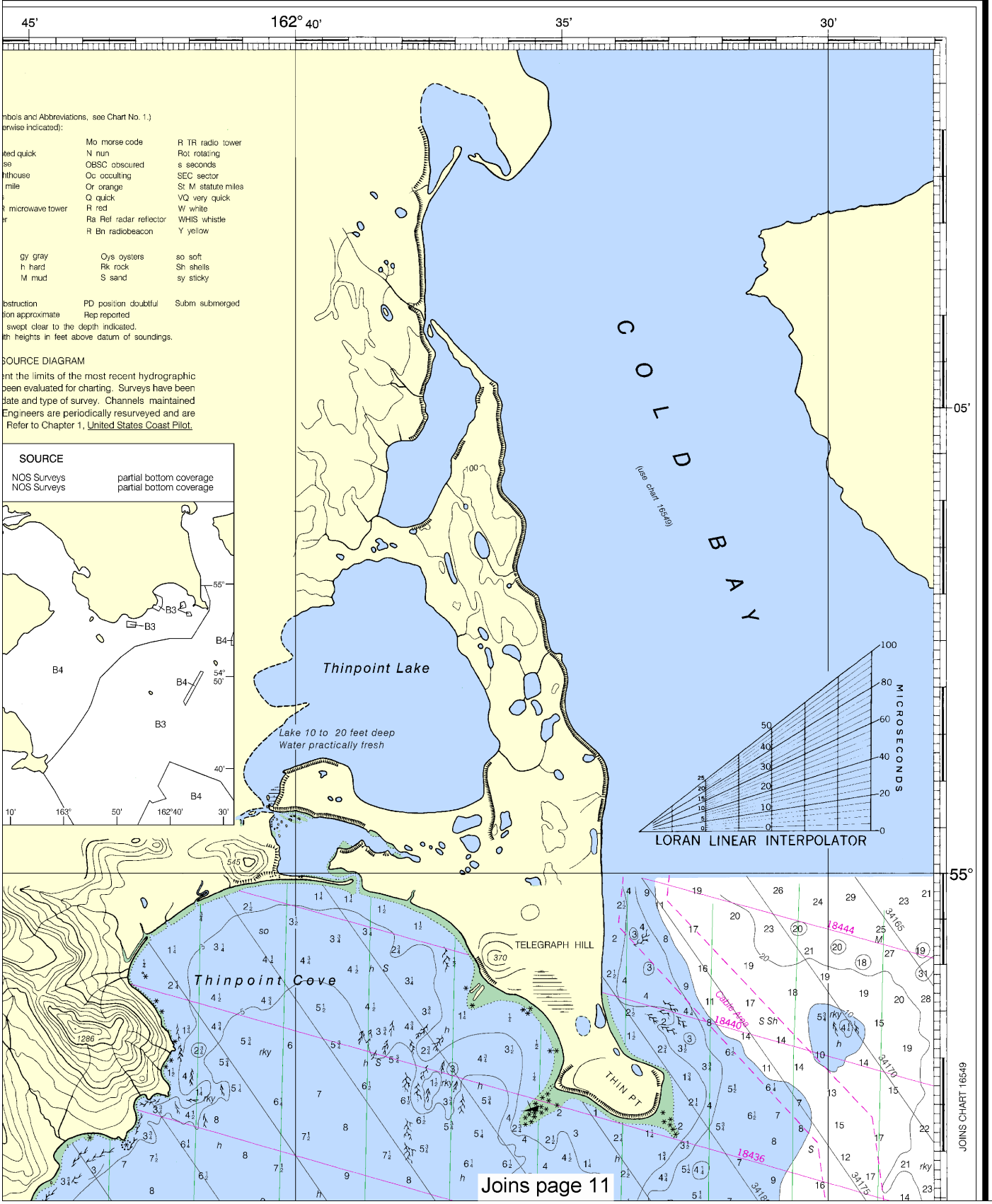
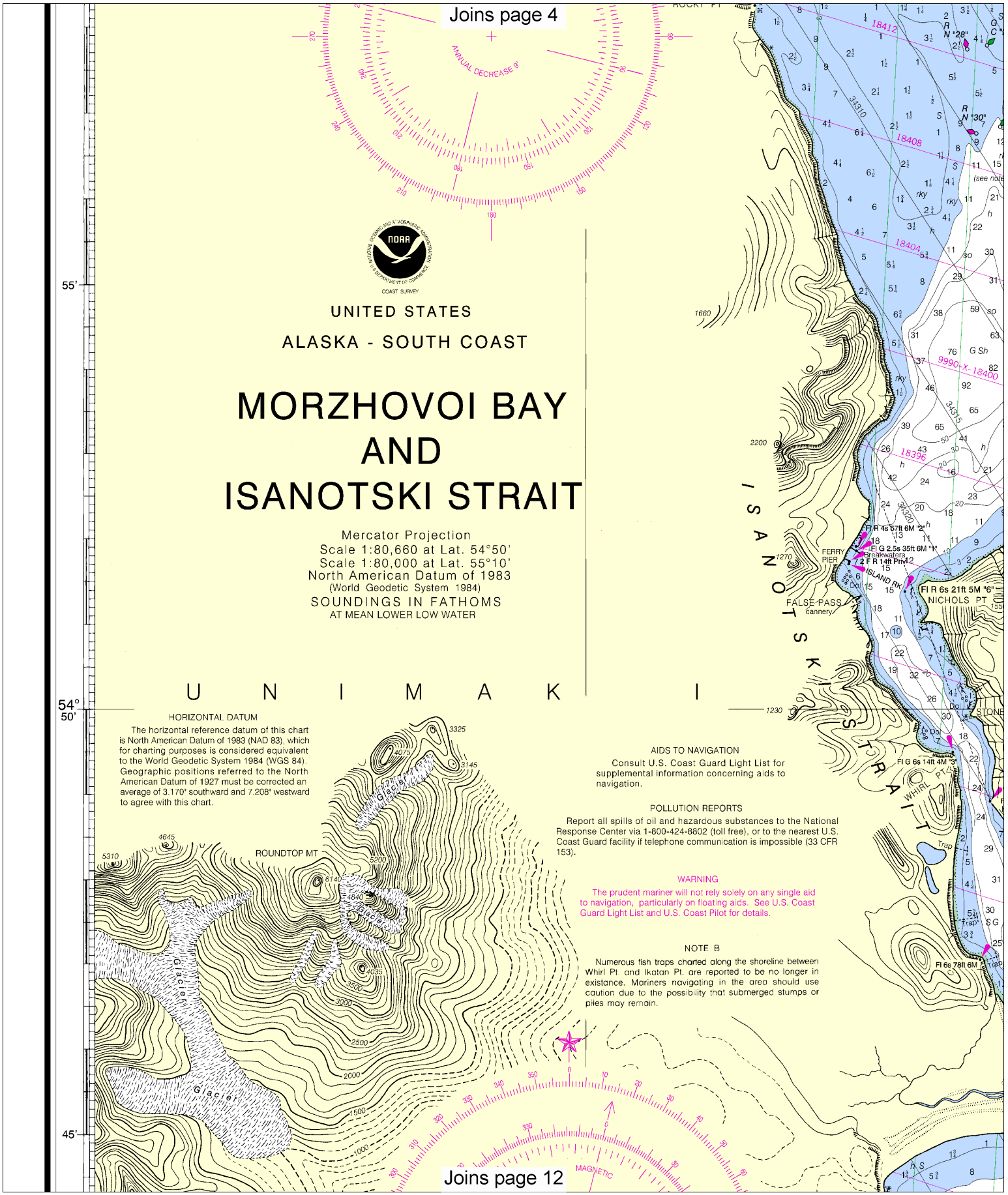


Joins page 11



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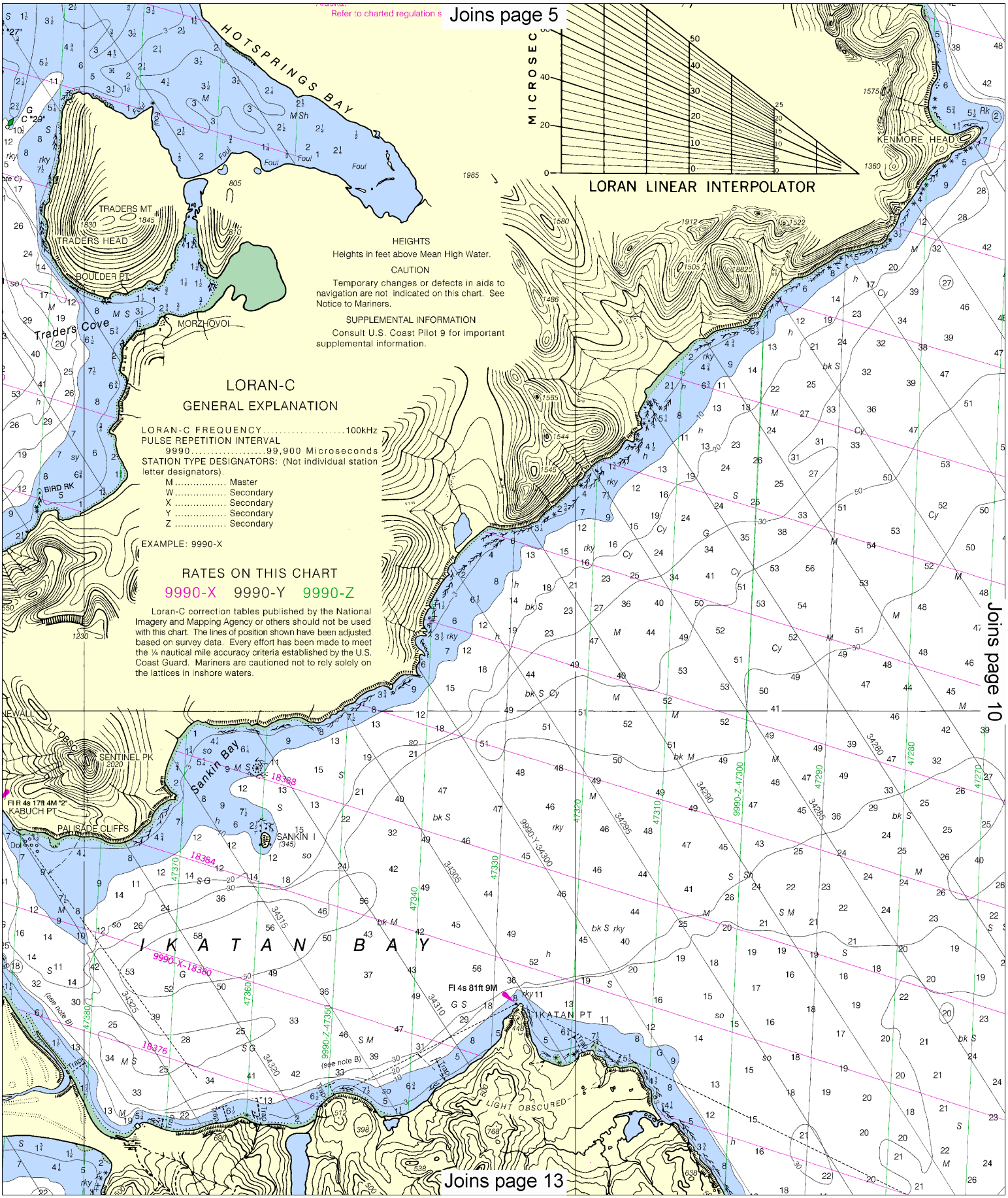
Note: Chart grid lines are aligned with true north.


Refer to charted regulation s
Joins page 5
HOTSPRINGS BAY
MICROSECONDS
LORAN LINEAR INTERPOLATOR
KENMORE HEAD
TRADERS MT
TRADERS HEAD
BOULDER PT
Traders Cove
MORZHOVOI
HEIGHTS
Heights in feet above Mean High Water.
CAUTION
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SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 9 for important supplemental information.
LORAN-C
GENERAL EXPLANATION
LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
9990.....99,900 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M..... Master
W..... Secondary
X..... Secondary
Y..... Secondary
Z..... Secondary
EXAMPLE: 9990-X
RATES ON THIS CHART
9990-X 9990-Y 9990-Z
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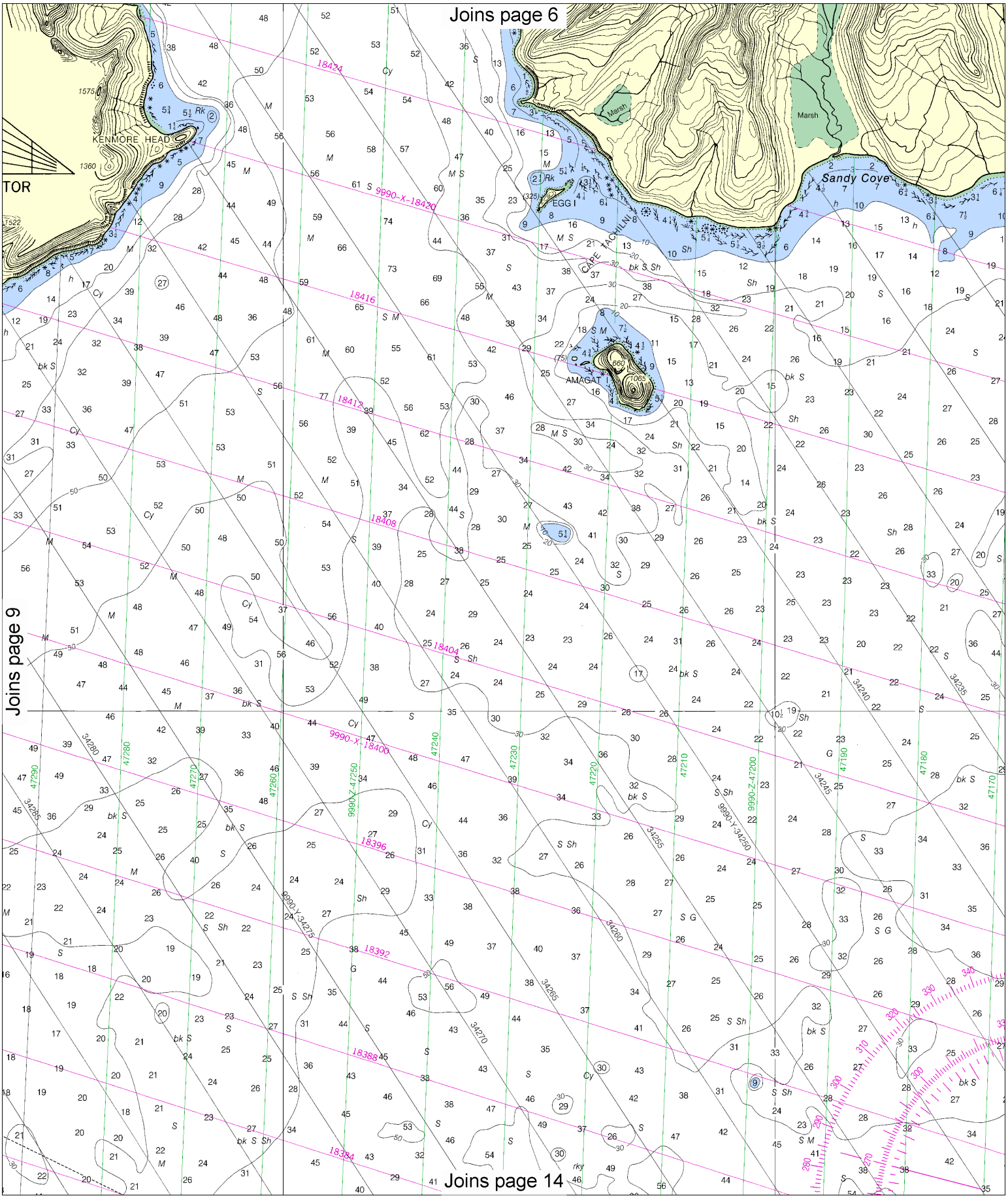
BIRD RK
SENTINEL PK
2020
Sankin Bay
Fl R 4s 17ft 4M "2"
KABUCH PT
PALISADE CLIFFS
SANKIN I
(345)
I K A T A N B A Y
Fl 4s 81ft 9M
IKATAN PT
LIGHT OBSCURED
Joins page 10
Joins page 13



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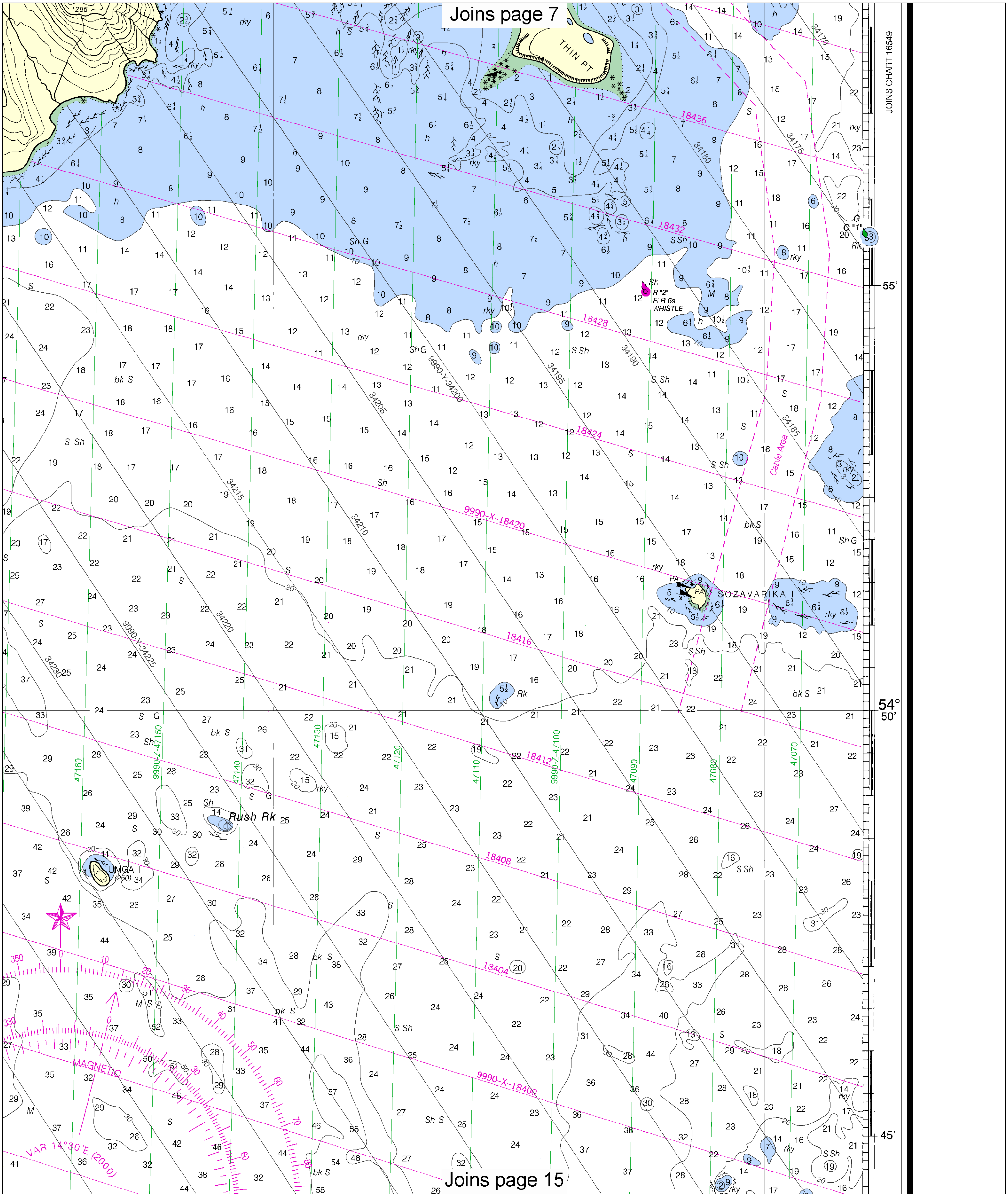
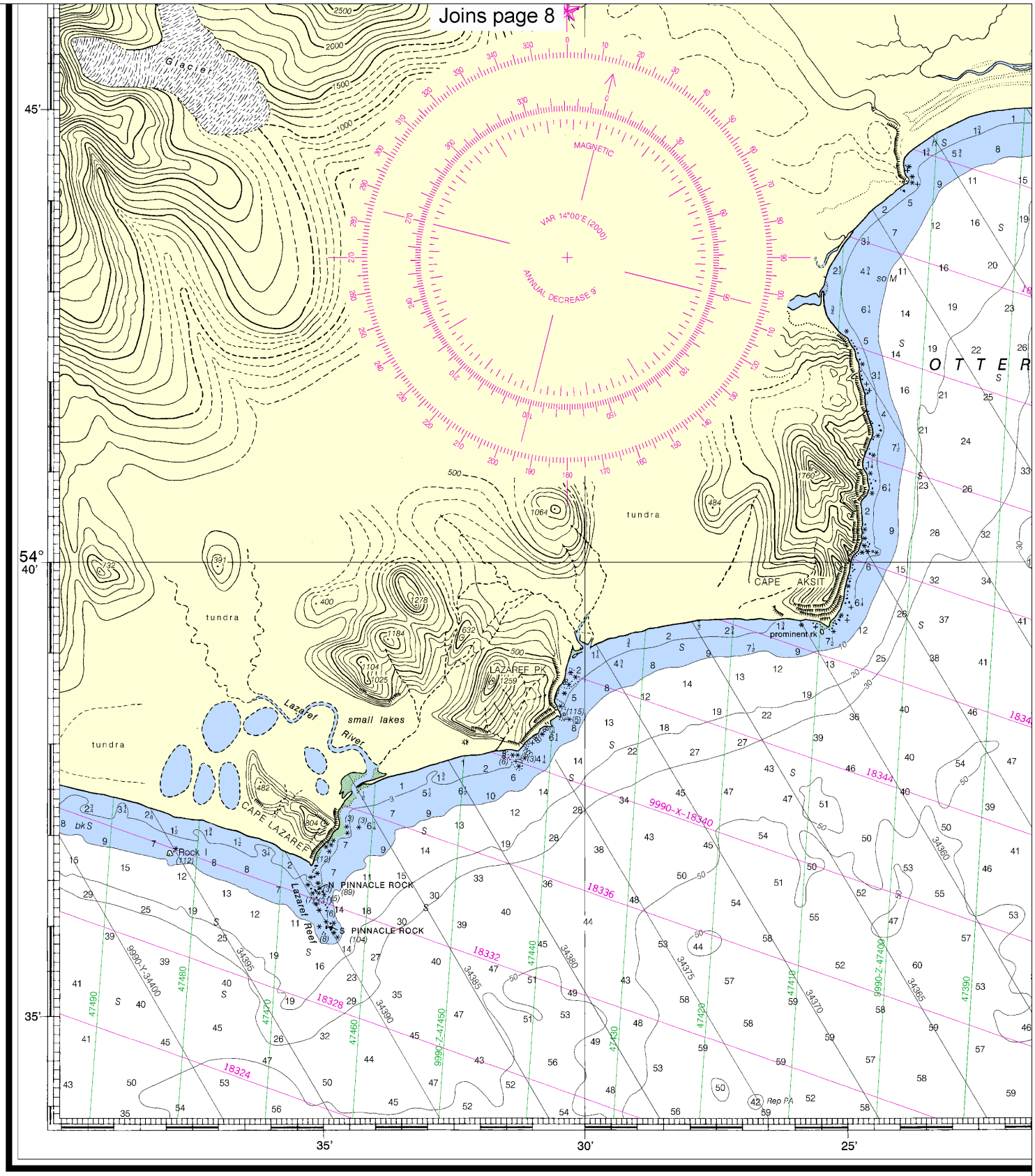
Note: Chart grid lines are aligned with true north.


Joins page 7
THIN PT
JOINS CHART 16549
R "2"
Fl R 6s
WHISTLE
C "1"
Cable Area
SOZAVARIKA I
Rush Rk
UMGA I
(250)
MAGNETIC
VAR 14°30'E (2000)
55'
54°
50'
45'
9990-X-18420
9990-X-18400
9990-Y-34200
9990-Y-34225
9990-Z-47150
9990-Z-47100
Joins page 15



12th Ed., Nov. 18/00■

16535

LORAN-C OVERPRINTED

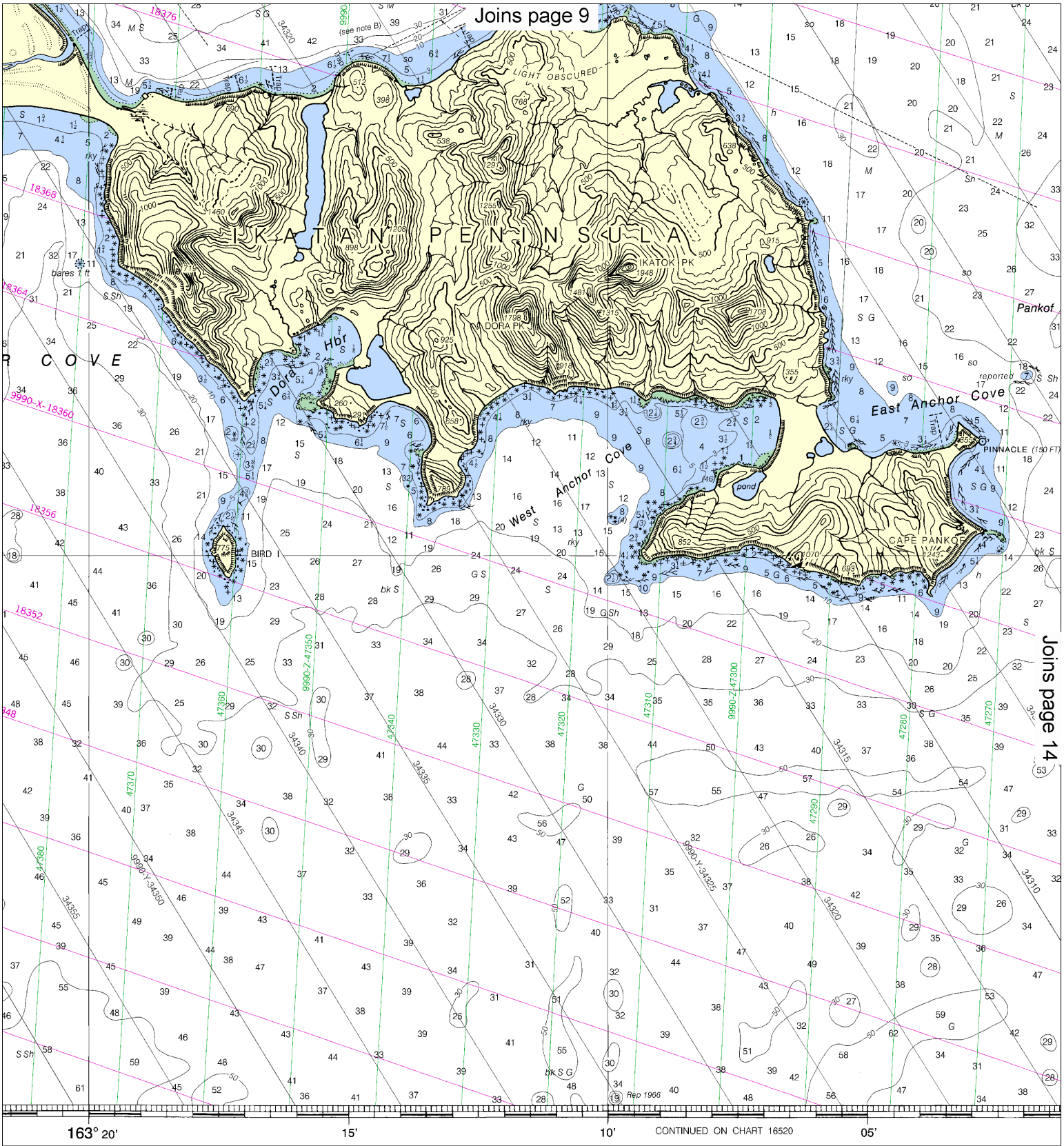
CAUTION

This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency, the Canadian Department of Fisheries and Oceans, and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

SOUNDINGS IN FA

12

Note: Chart grid lines are aligned with true north.



ATHOMS

UPDATING SERVICE
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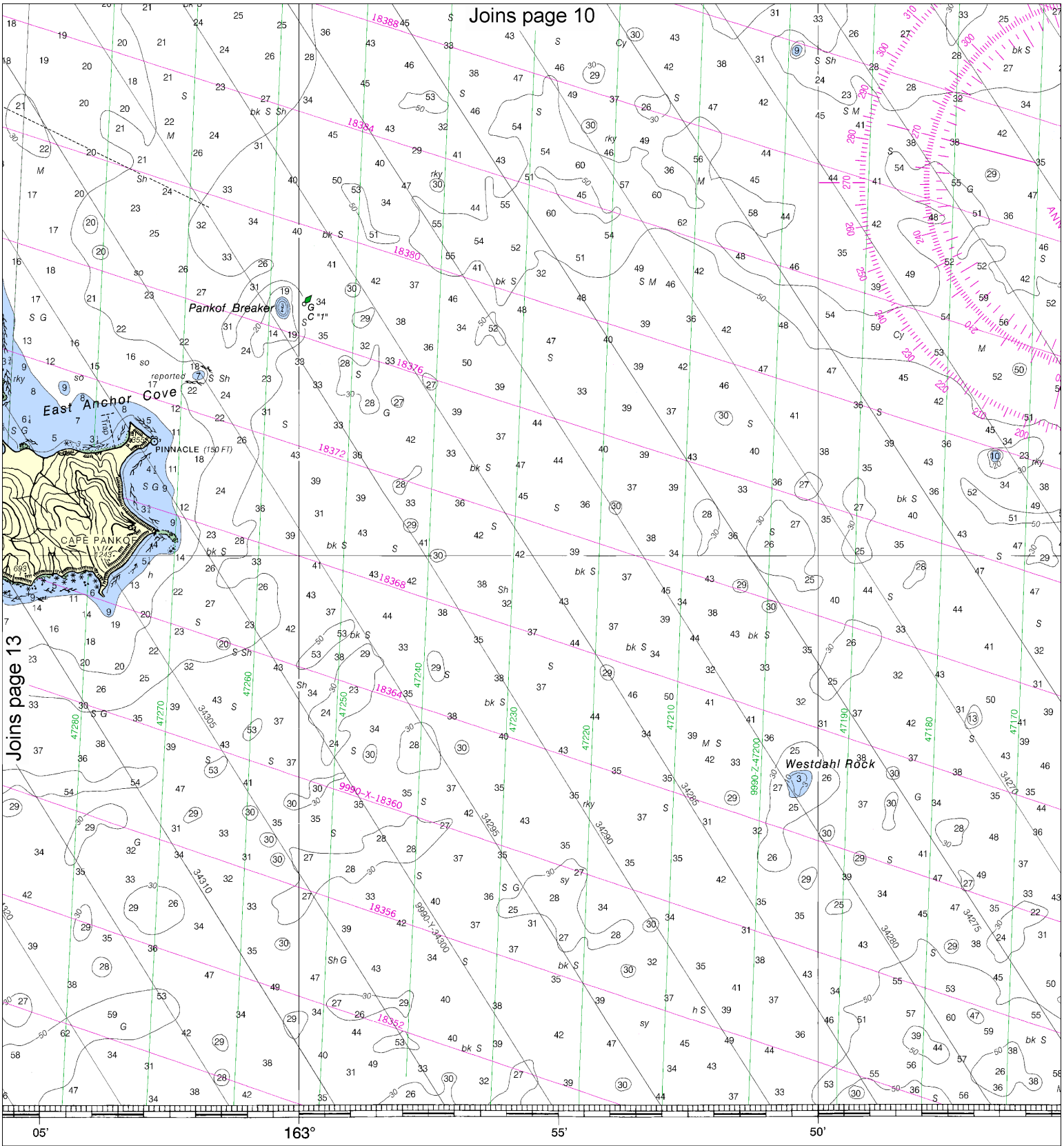
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



Published at Washington, D.C.
DEPARTMENT OF COMMERCE
EANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3	4	5	6	7	8	9	10	
FEET	6	12	18	24	30	36	42	48	54	60	
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19

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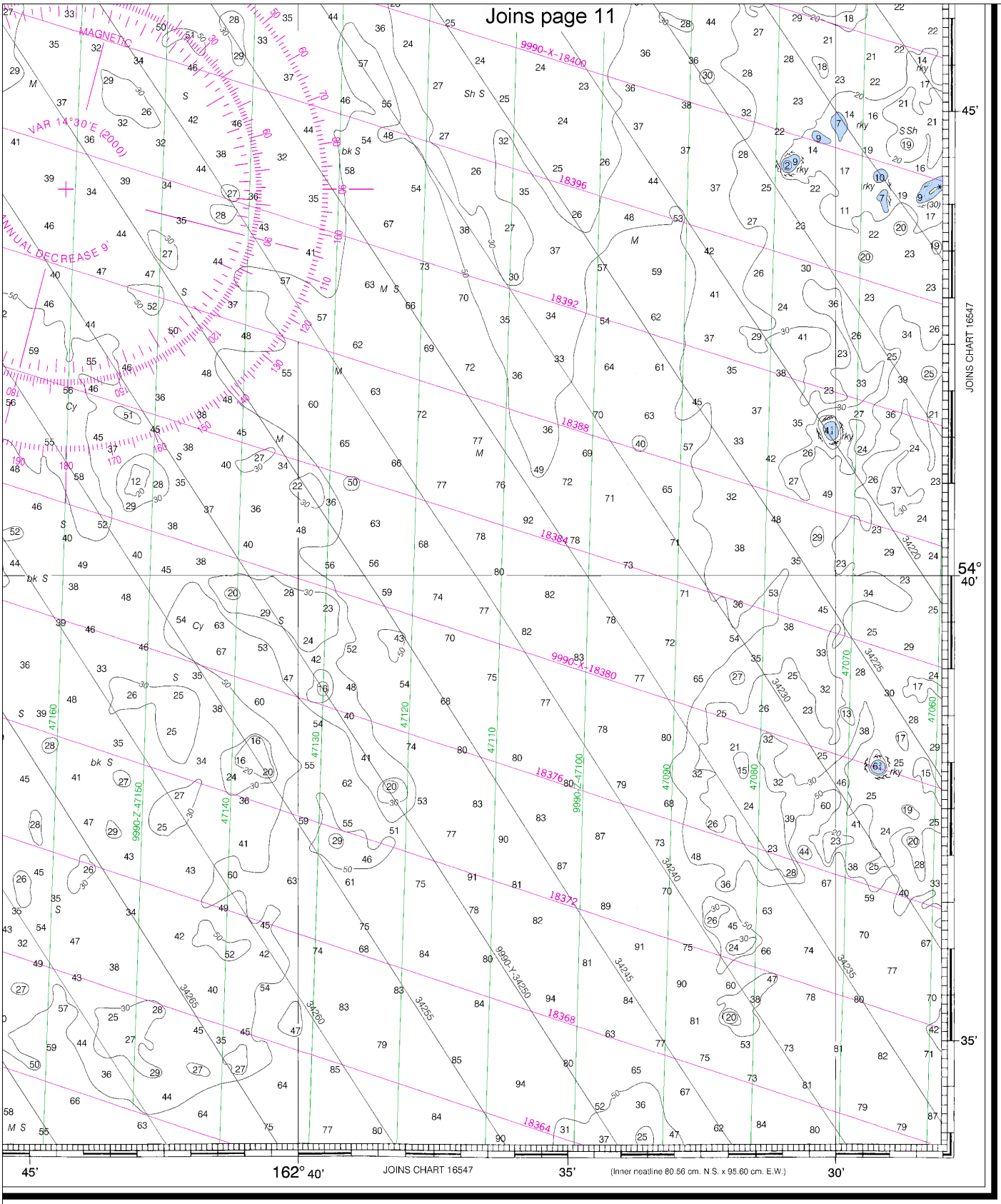

ED NO. 12
NSN 7642014011271
NIMA REFERENCE NO. 16BCO16535

Morzhovoi Bay and Isanotski Strait

SOUNDINGS IN FATHOMS - SCALE 1:80,660

16535

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EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Online chart viewer	—	**http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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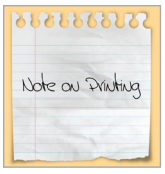

This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey The Nation's Chartmaker